The Hongkong Telegraph.

No. 2700. TUESDAY, NOVEMBER 25, 1890. SIX DOLLARS PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3: SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 13th May, 1890. [19

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL £ 580,000.

LONDON:
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
—ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

E. W. RUTTER,
Manager. [10

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $8,168,062.50
RESERVE FUND 5,482,127.00
RESERVE LIABILITY OF PROPRIETORS 8,168,062.50

COURT OF DIRECTORS:—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSER, Esq.

T. E. DAVIES, Esq. | A. MCCONACHIE, Esq.
W. H. FORBES, Esq. | S. C. MICHAELSEN, Esq.
H. HOPPIUS, Esq. | L. POESNECKER, Esq.
Hon. J. J. KESWICK. | D. R. SASSOON, Esq.

CHIEF MANAGER.
HONGKONG—T. JACKSON, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 11th September, 1890. [8

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL $5,000,000.
PAID UP CAPITAL 2,500,000.
RESERVE FUND 1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman. } Managing Directors.
Hon. C. P. CHATER, Vice-Chairman. }
LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASSOON, Esq.

BANKERS.
THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.

Properties purchased and sold.

Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.

Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1889. [1005

Intimations.

NOTIFICATION.

BRITISH NORTH BORNEO & LABUAN.

REVENUE FARMS FOR 1891.

THE Government are prepared to receive Tenders for the following Farms for 1891.

1. *The Opium Farm.*—Including the sole right to import raw or manufactured Opium for consumption in the Colony of Labuan and its Dependencies, and in the State or District of British North Borneo to which the Farm applies, and to prepare and sell and or to license others to prepare and sell Opium, Chandoo and Opium Dross.

The Regulations governing the Farm are contained in Labuan Ordinance No. II, of 1873, adopted in British North Borneo, and in Notification No. 111 of 1889.

The Maximum retail prices allowed by the Regulations are as follows:—

Taels.	Chees.	Hoons.	$ c.	
6	8	0	10.00	Not more than 270 Chees can be prepared from one Ball raw Opium.
3	2½	0	5.00	
0	6	2	1.00	
0	2	9	0.50	
0	1	0.	0.19	
0	0	1	0.02	
1 Ball	...		40.	

2. *The Spirit Farm.*—Including the sole right to import and to sell and or to license others to import and sell Chinese Wines and Spirituous Liquors of Chinese manufacture, and the sole right to sell and to issue retail and wholesale licenses to sell all other Wines, Beer and Spirituous Liquors.

The Farm is governed by Proclamations No. VIII of 1889 and III of 1888.

3. *The Pawnbroking Farm.*—Including the sole right to keep and or to license others to keep Pawnbroking Establishments.

The Farm is governed by Labuan Ordinance No. III of 1868 as amended by Ordinance No. I, of 1872, and Notification No. 131, of 1889.

4. *The Gambling Restriction Farm.*—Including the sole right to keep and or to license others to keep Gambling houses, and to issue permits to Gamble.

The Farm is governed by Proclamations No. II of 1883 and VII of 1889 and Notification No. 108 of 1889. It does not extend to Labuan.

5. *The Customs Farm.*—Including the sole right to collect all Import and Export Duties, payable to Government viz:—On the East Coast—Export Duties on Rattan, Gutta, Wax, Birds-nests, Timber, and all jungle and sea produce. Import Duties on Tobacco, Spirits, Salt and Matches. On the West Coast—Export Duties on all jungle and sea produce, the same as for East Coast District. Import Duties on Salt, Spirits, Tobacco, Matches, Iron, Brass and Cloth.

6. *The Blachan Farm.*—Including the sole right to catch shrimps and to manufacture Blachan and or to license others to catch shrimps and to manufacture Blachan.

7. *The Birds-nest Farm Darvel Bay.*—Including the sole right to collect the Government Share of 10% on all nests from Madai and Segalong Caves.

A separate Tender must be submitted for each of the above Farms.

Each tender may be for one or more of the following Districts or places, and if the Farm of more than one of the Districts or places mentioned is applied for, a separate Tender should be submitted for each District or place viz:—

1.—The whole State of British North Borneo, extending from Sipitong River in Padas Bay on the West Coast, to Sibucco Bay on the East Coast, and also the Colony of Labuan and its Dependencies, as regards the Opium Farm only.
2.—The East Coast District from Tanjong Inarutang to Sibucco Bay including Darvel, Labuk, Sugut, and Sandakan Bays, Kinabatangan, Segama and all rivers within the District.
3.—The Simporna District from Simporna to Batu Tenagat.
4.—The West Coast District, from Tanjong Inarutang on the North to Sipitong on the south, including Banguey and Balambangan Islands and also the Colony of Labuan as regards Opium only.
5.—*Kudat District.*—From Tanjong Inarutang to Sampangmangio Point including all Rivers in Marudu Bay and the Islan of Banguey and Balambangan.
6.—*Gaya District.*—From Sampangmangio Point to Bangawan River including Tampassuk, Abal, Ambong, Sulaman, Tuaran, Gaya Bay, Putatan, Papar, Kimanis and all Rivers south to and including Bangawan.
7.—*Padas District.*—From Kwala Penyu to Sipitong including Klias, Padas-Damit, and Padas Besar and all Rivers south to and including Sipitong; also including the Colony of Labuan as regards Opium only.
8.—*The Colony of Labuan and its Dependancies.*—For the Opium Farm only.

Each tender should state the monthly payments for the year 1891.

Tenders for the Opium Farm for the whole State, and the Colony of Labuan or for the East Coast District and for the Spirit, Pawnbroking, Gambling Restriction and Customs Farm, East Coast or Sandakan, will be received by the Government Secretary, Sandakan, on or before 30th November. All tenders should be under Seal and marked "Confidential Tender for Revenue Farm."

Tenders for the Farms for separate Provinces, such as Kudat, Gaya, Padas, Darvel Bay or Labuan will be received by the Officer-in-Charge of the Province or Colony on or before 15th of November.

The Government does not bind itself to accept the highest or any tender.

Each tender should specify in full the names, residences, and occupation of the persons tendering, and should give similar information as to the proposed securities.

Persons who do not wish to tender in their own names may use a number of not less than 3 figures; but those doing so should send their true names with the number used in separate envelope, marked "Private," to the Governor at Government House.

All Farms are subject to the Laws and Regulations now in force, or which may from time to time be enacted or issued by Government concerning the same.

Any further information on the subject may be obtained from the Treasurer-General, Sandakan, or from the Officer-in-Charge of the different Districts or Stations, and from the Company's Agents in Singapore or Hongkong.

By His Excellency's Command,
L. P. BEAUFORT,
Government Secretary.

GOVERNMENT SECRETARY'S OFFICE,
Sandakan, 21st September, 1890. [1402

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1881. [955

Intimations.

PIANOS ON HIRE. **A. HAHN.** PIANOS FOR SALE.

PIANO-TUNER AND REPAIRER.

MUSICAL INSTRUMENTS, TOYS, FANCY GOODS,

&c., &c., &c.

No. 2, PEDDER'S STREET.

Hongkong, 16th August, 1890. [1126

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

NEW HATS.

CHRISTY'S & HEATH'S Black, Brown and Grey FELT HATS.
DOUBLE and SINGLE TERAI and other SOFT FELTS.
Best English-made STRAW HATS.
LADIES' FELT HELMETS and
CALCUTTA PITH HATS.
TWEED CAPS.

ROBERT LANG & Co.

Hongkong, 28th July, 1890. [139

KELLY & WALSH, LD.

HAVE JUST RECEIVED A VERY LARGE AND WELL SELECTED STOCK OF

LAWN TENNIS BATS,

including

SALTER'S BLACK GUT, in a variety of Shapes and weights:—The very best bat imported.

SLUZENER'S "THE DEMON," "THE SPECIAL DEMON" and "THE RENSHAW."

AYRE'S CHAMPIONSHIP TENNIS BALLS.

ASSOCIATION FOOT BALLS.

RUGBY FOOT BALLS.

FOOT BALL BLADDERS.

BOXING GLOVES

IN VERY SUPERIOR QUALITY.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL. HONGKONG.

Hongkong, 10th November, 1890. [7

W. POWELL & CO.

BALL ROOM REQUISITES.

GENTS' WHITE KID GLOVES, 2 button, $1 per pair.
" best quality WHITE and LAVENDAR KID GLOVES, $1.50 per pair.
" BLACK LISLE, SPUN and SILK SOCKS.
" WHITE DRESS SHIRTS.
" COLLARS, newest shapes.
WHITE CAMBIC TIES and BOWS.
PERFUMERY and HABERDASHERY.

W. POWELL & CO.

Hongkong, 22nd November, 1890. [6

CRUICKSHANK & CO., LD.,

FAMILY AND DISPENSING CHEMISTS,
AND
Commission Agents.

PURE SCOTCH HONEY, in 1lb. Bottles.
" " " in 1lb. Tins.
"ROBERT'S CANDIES."
A PURE and WHOLESOME SWEETMEAT.

For the Christmas Season we have now a large and well selected stock of WINES and SPIRITS, including our Special Liqueur Whisky, and A. V. Co. Brandy specially bottled for us. Guinness's Beer and Stout, Read Bro.'s Dog Head Brand. The A.D.C. Pilsener Beer, Liqueurs, all kinds, &c., &c.

Hongkong, 23rd October, 1890. [892

LANE, CRAWFORD & CO.

CHRISTMAS, 1890!

CHRISTMAS CARDS for friends at home should be posted by mail leaving here November 12th.

LANE, CRAWFORD & Co.'s selections of CHRISTMAS and NEW YEAR CARDS have now arrived and includes all the most ARTISTIC PRODUCTIONS of the year:—
RAPHAEL TUCKS' and PRANG'S Prize designs, painted on Satin, Ivories and Porcelains.
NEW JAPANESE PAINTED CARDS.
A large variety of inexpensive CARDS.
Orders are now being taken for L. C. Co.'s CELEBRATED TEA "THE CUMSHAW MIXTURE."

LANE, CRAWFORD & Co.

Hongkong, 4th November, 1890. [1480



ESTD. 1864.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS,

Hongkong—13, Queen's Road.

JUST ARRIVED.

POMMERY and GRENO, extra sec.
BOLLINGER & Co., very dry extra quality.
SPARKLING RED BURGUNDY.
KRESSMANN'S CHOICEST CLARETS.
DEINHARD & Co.'s STILL HOCKS.
Do. SPARKLING HOCKS and MOSELLES.

W. BREWER.

IS NOW SHOWING,

NATIVE and JAPANESE CHRISTMAS CARDS.
Entirely New and Novel Designs SILK FIGURES, IVORY FACES, with Pidgin English Sing-Song Verses.
RICE PAPER CARDS handsomely mounted and hand painted.
A choice assortment of JAPANESE PAINTED CARDS, New Designs more beautiful than ever.
JAPANESE PHOTOGRAPHIC CARDS, very handsome.
New and Delicate designs in American Christmas CARDS, and Birthday tokens in Boxes.
A new selection of handsome ALBUMS, for Cabinets only, beautifully Illuminated.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 27th October, 1890. [1598

Intimations.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place on FRIDAY next, the 28th instant, between the hours of 2 p.m. and 6 p.m. as follows, viz.:—

From Belcher in a North-westerly direction.
From Stonecutter's West in a South-westerly direction, from Stonecutter Central and Stonecutter West, in a Westerly direction.
All Ships, Junks, and other Vessels are cautioned to keep clear of the range.

By Command,
W. M. DEANE,
Acting wolonial Secretary.

Colonial Secretary's Office,
Hongkong, 22nd November, 1890. [1604

WANTED a WARDMASTER for the Government Lunatic Asylum. Applications to be made to the Colonial Surgeon at the Government Civil Hospital up to the 28th inst.

Hongkong, 22nd November, 1890. [1603

THE SHANGHAI CHROMO AND PHOTO LITHOGRAPHIC COMPANY, (LIMITED).

Chromo Lithographers, Photo Lithographers, Lithographers Colourprinters, Colour Manufacturers, etc.

CAPITAL 50,000 TAELS.
PAID UP 30,000 TAELS.

BOARD OF DIRECTORS:
H. VINAY, Esq., Chairman.
JOHN MAITLAND, Esq.
N. E. CORNISH, Esq.
YUN ZIN CHAI, Esq.
LUK KING NAM, Esq.
TSO TSZE CHIM, Esq.

GENERAL MANAGER:
R. A. DE VILLARD, Esq.

BANKERS:
THE DEUTSCH ASIATISCHE BANK.

THE Company assisted by foreign (English) Chromo Artists and under foreign management undertake Artistic works of any kind, as reproduction of Paintings and Lithographic Art works, colour printing of any kind (almanacs, show cards, placards, plans, maps, charts, labels of every kind, Chops, etc.) in foreign and Chinese style. Embossing and printing of Monograms, fine art letter paper, cards, programmes, menus, etc., etc.

WALTER W. BREWER,
Sole Agent,
for Hongkong and the Southern ports.

Hongkong, 19th November, 1890. [1595

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1889.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th instant, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By order of the Directors,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1890. [1513

THE EAST BORNEO PLANTING COMPANY, LIMITED.

THE Second Ordinary Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Hongkong Hotel, on SATURDAY, the 6th December, 1890, at Noon, for the purpose of receiving the Report of the Directors, and Statement of Accounts to 31st October, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th November until the 6th December, both days inclusive.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th November, 1890. [1596

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1889.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a LIST of their CONTRIBUTIONS for the year ending 31st December last, in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Ld.

Hongkong, 15th October, 1890. [1443

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given to Holders of the Shares in the above Company, bearing the Numbers specified below that unless the Call of Fifteen Dollars per Share, due on the 17th day of July, 1890, be paid together with Interest thereon at the rate of 12 % per annum from the said due date, to the Hongkong and Shanghai Banking Corporation on or before the 17th day of December, 1890, the said shares will be liable to be FORFEITED, and under the provision of Section X, Subsection VIII. of the Articles of Association of the Company, the Board will pass the necessary resolution for the Forfeiture of the said shares Nos.

6/8, 127/146, 227/301, 327/356, 382/391, 402/441, 542/681, 997/1000, 1076/1103, 1184/1191, 1109/1248, 1342/1366, 1527/1576, 1797/1806, 1817/1826, 1837/1846, 1985/1996, 2017/2176, 2456/2525, 2771/1800, 2816/2825, 2851/2900, 3141/3155, 3166/3190, 3276/3295, 3301/3305, 3496/3505, 3601/3625, 3856/3885.

By Order of the Board of Directors,
J. WHEELEY,
Secretary.

Hongkong, 20th November, 1890. [1598

KUHN & CO.,

JAPANESE AND CHINESE FINE ART DEPOT,

21 & 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890. [1078

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ZAFIRO,"

Captain McCaslin, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, 22nd November, 1890. [1602

STEAM TO BOMBAY AND STRAITS,
(Calling at Colombo if sufficient inducement offers).

THE P. & O. S. N. Co.'s Steamship

"NIZAM,"

Captain C. Gadd, will leave for the above places, TO-MORROW, the 26th instant, at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 19th November, 1890. [1589

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"VERONA,"

Captain F. H. Seymour, will leave for the above places, on FRIDAY, the 28th instant, at DAYLIGHT.

E. L. WOODIN
Superintendent.

Hongkong, 17th November, 1890. [3

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"KAISOW."

Geo. L. Castle, Commander, will be despatched as above on or about the 28th instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 18th November, 1890. [1580

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"GENERAL WERDER,"

Captain M. Eichel, will leave for the above Ports on or about the 29th November.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 24th November, 1890. [4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"SACHSEN,"

Captain K. V. Gössel, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 24th November, 1890. [4

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"FANNIE TUCKER,"

Frost, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 3rd November, 1890. [1517

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"SEA WITCH,"

Tibbetts, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 3rd November, 1890. [1518

Consignees.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON, LIVERPOOL AND SINGAPORE.

THE Company's Steamship
"OANFA"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON on the 26th instant, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 26th inst., at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 20th November, 1890. [1596

Intimations.

DAKIN BROS. OF CHINA, LIMITED,

DISPENSING CHEMISTS.

DAKIN'S EMULSION OF PURE COD LIVER OIL.

FOR Phthisis, Colds, Coughs, Scrofula, Diseases of Children, and General Debility. This Emulsion is prepared on a large scale by means of the most improved machinery and with the purest ingredients. It is guaranteed to contain 50 per cent. of the finest Norwegian Cod Liver Oil.

It is sweet and pleasant to the palate, and easily borne by the most delicate stomach, and is equal in every respect to any similar preparation sold, and at about half the price.

12 oz. Bottles.....$ 1.00.
Per dozen.....$10.00.

DAKIN'S EMULSION OF COD LIVER OIL WITH HYPOPHOSPHITES.

This is the same Emulsion with the addition of the Hypophosphites.

12-oz. Bottles.....$ 1.00.
Per dozen.....$10.00.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 17th November, 1890. [52

BY APPOINTMENT.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used; and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

☞ We continue to supply large bottles as heretofore, *free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.

whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is,
"DISPENSARY, HONGKONG,"
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of Containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
Hongkong, China, and Manila. [5

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

MARRIAGE.

On Tuesday, the 25th November, at St. John's Cathedral, Hongkong, ESTHER A. LEATHERBARROW, to ALFRED GETLEY. No cards.

DEATHS.

On the 23rd October, at Birmingham, HELEN GRAHAM, the beloved wife of George H. Brunt, formerly of Hongkong and Canton.

At Shanghai, on the 17th November, EDITH MINNIE, the beloved wife of Frank Souter.

The Hongkong Telegraph.

HONGKONG, TUESDAY, NOVEMBER 25, 1890.

THE QUEEN'S NAVEE.

If we mistake not the foundering of H.M.S. *Serpent* at the entrance to the Bay of Biscay will be the last straw to break the back of the British public's patience in regard to the Admiralty and its costly vagaries. The foundering of this vessel we must assume to be entirely due to faulty construction, for the question of bad seamanship, which enshrouded the loss of H.M.S. *Captain* in the same locality some years ago cannot, we believe, be raised in this case, as vessels of the class to which the *Serpent* belonged do not carry canvas sufficient to interfere with their stability under any circumstances. The construction department of the Admiralty has certainly gone from bad to worse since Sir EDWARD REED, disgusted with its absurd red-tapism and obstructiveness, resigned, and joining the ranks in commercial enterprise, gave that impetus to scientific and practical naval construction which has developed wonderfully during the last decade under his ægis, and now produces models of marine architecture and utility which are the admiration, if not the envy, of the world at large. It may be claimed that Sir EDWARD REED, however unpopular he may have been with the Navy and its departments generally—and what reformer is not unpopular?—at all events built stable vessels, which is more than can be said of his successors; and the bitterest of his opponents, be it noted, cannot but acknowledge—with the numerous specimens of naval vessels of his design before them, which form the back-bone of the navies of foreign Powers—that had his genius been permitted to work untrammelled in the service of his country, the Navy of England would have been to-day in a far superior position to what we unfortunately find it. Of late apprehension has prevailed in England, that notwithstanding the bland eulogiums of Lord GEORGE HAMILTON in the House of Commons and elsewhere, the Navy is far from being in a satisfactory condition. Hardly a single new vessel now-a-days leaves the Government Dock-yards, but as soon as she is put into commission, or on trial, does not disclose some grave defect or error in her construction or machinery, and the most ludicrous (if we may use the term) part of the whole business is no one is held to blame! Were such a system possible in the commercial world how could the private shipping industries of the nation continue to prosper? A shipowner requiring a vessel orders one to be built according to his requirements, obtains proper guarantees for due performance of the contract, and on completion subjects the vessel to proper trials before definitely accepting it. By the Admiralty, on the contrary, vessels are constructed on a scale of costly extravagance in comparison with that followed in private establishments, and as JOHN BULL "pays the piper," there is not much inducement for economy; the Lords of the Admiralty well knowing of his capacious and well-filled "job" pockets. When completed the vessel is usually found to float with either too great or too little free-board, the boiler bursts, the machinery breaks down, the coal storage is found deficient or a-hundred-and-one other mishaps occur, and then it dawns upon "the powers that be" that there is no one who can be held responsible, "better luck next time" is the dictum, and on this "happy-so-lucky" principle, another costly experiment is indulged in at the public expense, only to meet with similar dire results. We repeat that it is doubtful if the indulgent British public, with all their characteristic forbearance will much longer tolerate such a condition of affairs in regard to the nation's "right arm of defence," upon the efficiency of which the welfare of our vast Empire so largely depends. Something of a more drastic nature than a Royal Commission will be demanded—with the barren results of that held recently on the state and condition of the British Army before them—before the public will be satisfied; and we venture to aver that the best remedy will be found in reducing the Dock-yards to mere repairing depôts, except in cases of emergency, and causing the building of its vessels to be left to private enterprise and public tender, in the same manner as such business is conducted in the United States and other countries. There cannot be a shadow of doubt that the country would materially benefit if such a course were pursued, for with the enormous capital our ship-building firms have at their backs, to faithfully execute and guarantee the work they undertake, the Admiralty would be relieved from charge of a Department which brings upon it nothing but ridicule and well-nigh useless expenditure. It will be readily admitted that the Board of Admiralty have their work fully cut out in controlling and maintaining the general efficiency of the Navy in its multifarious branches without being encumbered by a wasteful, expensive, and certainly inefficient and troublesome construction business.

Whilst on this subject, we may be allowed to dwell, *en passant*, on the point we have assumed—that errors of seamanship are not involved in the issues arising out of the loss of H.M.S. *Serpent*. Indications, however, every now and then do crop up, which likewise create the impression that this important branch in the education and training of the Naval officer of the present day has sadly deteriorated, for hardly an evolution is attempted of the most simple character without displaying some fault, some error, some carelessness or some ignorance. Again, it is but a few days since we published a war-vessels' report of a coast voyage made at "a snail's-pace" in these admirably surveyed seas, in which the commander excused the extraordinary length of the voyage on the ground of lighthouses not being like mile stones along his entire course. Taking this and other startling facts into consideration we are justified in coming to the conclusion that if the Admiralty would voluntarily rid themselves of the veritable "man of the sea" they are now overweighted with, and devote their sole attention to much-needed reforms and improvements in several practical branches of the Service, the country would not only vastly benefit, but would be a good deal safer. The Lords of the Admiralty may with propriety be reminded that "the prosperity of the people and the security of their tradal interests, is the source of both the wealth and the glory of all nations." It is with the conviction that the truth of this *dictum* has found corroboration over and over again in the annals of history, that we feel more than justified in writing thus in the interests of the those who are primarily concerned—the masses, not the "classes."

TELEGRAMS.

MESSRS. BARING BROTHERS.
LONDON, November 22nd.

Baring Brothers continue as a limited liability company, Mr. Thomas Baring is chairman.

BOOM IN SILVER SECURITIES.

Silver Securities are booming.

DEATH OF THE KING OF THE NETHERLANDS.

The King died at six o'clock a.m. yesterday.

LOCAL AND GENERAL.

THE man who proposed at 5 o'clock in the morning did the business in dew time. Carry us out, please!—*Boston Gazette.*

ENERGY will do anything that can be done in this world; and no talents, no circumstances no opportunities, will make a two-legged animal a man without it.—[Goethe.]

MR. H. BUDLER, the popular German Consul at Canton, has been transferred to Tientsin. His post at Canton will be filled by Baron von Seckendorff.—*Der Ostasiatische Lloyd.*

MR. Heraldry (very funny)—Oh, my dear, did you ever hear the cou-chant? Mrs. H. (unconsciously)—Yes, love. It was the same day, you know, that we heard the ram-pant.

OUR northern contemporaries announce the provisional appointment of Shên Ping-ch'êng, Governor of Anhwei, as Viceroy of the Liang Kiang, *vice* Tsêng Kuo-chuan deceased.

MR. H. P. Wilkinson, B.A., Barrister-at-law, has been admitted to practice in H.B.M.'s Supreme Court at Shanghai. Mr. H. P. Wilkinson was introduced to the Chief Justice by his father, the Crown Advocate.

NOT only is the Czarewitch expected in Bangkok in March next, but Sir Edwin Arnold, author of "The Light of Asia" and still later of "The Light of the World," will pay us a visit on his way home *vid* the Australian Colonies.—*Bangkok Times.*

A "PICK-UP" cricket match will be commenced at 11 a.m. on Saturday. Members wishing to play should sign their names, either on the list lying on the table in the Club or on the one in the Pavilion, on or before 6 p.m. on Friday, the 28th inst.

THE Imperial Commissioners who carried the message of condolence from the Emperor to the King of Korea have, says the *Chinese Times*, been received at Seoul with the full traditional ceremonies, the King making his obeisance to the Imperial Edict according to the rules in that case made and provided.

IT turns out that a brother of Messrs. Mackenzie & Co.'s compradore is the robber who committed the burglary at that well-known firms premises in Shanghai recently. The burglar, together with all the stolen specie, less about $150, was run to earth and arrested on the 20th inst. in an opium den in the Model Settlement.

THE Band of the Argyll and Sutherland Highlanders will play the following programme at the Officers' Mess this evening, commencing at 7.45 o'clock:—

Overture....."Bauer and Ditcher".....Suppe.
Valse.....Vienese".....Canitha.
Selection....."Faust up to date".....Lutz.
Lied:....."Adieu".....Schubert.
Selection....."Il Trovatore".....Verdi.

As will be seen from an advertisement in another column, there will be a really first class "Miscellaneous Entertainment" given by the "Military Mummers" in the Garrison Theatre on Monday, December 1st. The "Mummers" will be largely assisted by local amateurs and will, we are sure, have a crowded house. Sergeant Grestock is the active spirit in the concern, and this should be a sufficient guarantee of ultimate success.

IT is rumoured in Bangkok that the Scottish Oriental Steamship Company will have another new steamer out here in June next.

PATRICK, (just recovering from the effects of ether in the hospital)—Oh, where am I? Where am I? Dr. Sawbones (with a wink)—In heaven. Patrick (looking around)—Then I'd like to know phwat you're doing here.

THE *North-China Daily News* understands that several of the best-known of the Blue Funnel steamers are to be taken off the Liverpool-China line to run on Mr. Alfred Holt's new line between England and Batavia. This line is an answer to the attempt of the Dutch Company to divert the tobacco-carrying trade from the Blue Funnel steamers to their own.

THE Band of the A. & S. Highlanders will play the following programme in the Public Gardens, to-morrow, commencing at 8.30 p.m.:—

Overture....."Bauer and Ditcher".....Suppo.
Valse.....Geuneese Dores".....Waldteufel.
Selection....."Faust up to Date".....Lutz.
Lancers....."Her Majesty".....Solomon.
Fantasie....."Episodes in a Soldier's Life" Lappey.
Introduction—Rumours of War—Troops assemble.
The embarkation—On board—Disembarkation.
The camp at night—The enemy attempts a surprise.
The Battle—Victory—Finale.

THE last batch of Subscription griffins for next season's meeting arrived by the S. S. *Fookzang* to-day, and are described as being by far the best looking lot of all. The following is the result of the drawing:—

No.	Time.	Colour.	Owner.
24	1.36½	b.	H. N. Moody.
25	1.37	g.	D. E. Sassoon.
26	1.37½	g.	S. I. Danby.
27	1.36½	g.	J. Keswick.
28	1.38	w.	J. Mofatt.
29	1.35½	g.	J. Bell-Irving.
30	1.36	blk.	A. McConnachie.
31	1.35½	br.	S. I. Danby.
32	1.37	g.	D. H. Barker.
33	1.37½	g.	D. Nowrojee.

JUDGMENT was delivered by Sir R. T. Rennie, Chief Justice, at the Supreme Court (Shanghai) on the 19th inst. in the suit arising out of a collision between the P. & O. steam-tender *Gutslaff* and the Shanghai Tug Boat Co.'s tug *Fuhlee*, which occurred on the 13th December last at about 9.15 o'clock at night. The *Gutslaff* was coming up river from Woosung and the *Fuhlee* was going down, from Shanghai. The collision resulted in the *Fuhlee* foundering and in the *Gutslaff* being beached, shortly after the accident. On the principle that "any Court ought to make very great allowances for a captain or pilot suddenly put into very difficult circumstances while navigating his command." His lordship absolved the *Gutslaff* from all blame.

NATIVE papers state a slight shock of earthquake, lasting from four to five minutes, was felt in Taiwan on the 17th of the 9th moon, at about 9 o'clock in the morning, and that an Imperial Decree, dated the 28th day of the 9th moon, a reply is given to a memorial sent in to the Throne by Liu Ming-chuan, in which the Governor of Formosa craved permission to retire from his appointment, and go to Fuhkien or Chekiang for the benefit of his health, he having been stricken with a severe disease that renders him for the present utterly unable to discharge the onerous duties of his office. The Decree in question says that the Emperor is well aware of the unworthy designs which prompted the Governor to make such a request, and emphatically forbids him to quit the island on any pretence, saying that if his health is really so bad as he represents it, he may refrain from the duties of his office for three months, and nurse himself in his Yamen.

AT the Harbour Master's Office this morning before Commander Ramsey, R.N., Wm. Beadle, steward of the British schooner *Santa Cruz*, charged the master of the same ship, M. D. D. O'Keefe, with assaulting him on board the ship on the 23rd of July last, while at Pelew. Mr. Hastings of Messrs. Wotton & Deacon's office, appeared for the defence, and Mr. Gedge of Messrs. Johnson, Stokes and Masters' office, appeared for the complainant. The complainant said that when the ship was at anchor at the Pelew Islands on the 23rd of July last the captain called him aft to the cabin and accused him of having stolen 4 boxes of tobacco and some wine. He denied the charge and the captain brutally assaulted him, by knocking him down, strangling him, kicking him, and finally putting him in irons for several hours. Mr. Hastings after ascertaining that the offence was committed in a Spanish port submitted that His Worship had no jurisdiction in the case, as it having happened in a Spanish port it must necessarily be tried in a Spanish Court, also that the defendant as an American subject was not amenable to the jurisdiction of the Court. The case was then remanded until to-morrow morning.

REAR Admiral Luce of the United States Navy sets down the essentials of a line-of-battle-ship thus:—"According to the prevailing system of naval tactics, the battle-ship finds her principal *rôle* in the line of battle. As her province is to fight in concert with other battle-ships, she should excel in maneuvering qualities, hence she is provided with twin screws. If, during battle, one screw becomes disabled, she is not thereby rendered helpless, for she can keep moving by means of the duplicate screw. To navigate under sail she would require such an enormous spread of canvas that, considering her peculiar character as a fighting machine, it has been thought better to give her none at all. Instead of sails, therefore, she is provided with two heavy upright spars, called 'military masts,' from the top of which sharpshooters, screened by steel shields, may fire down upon the decks of opposing battleships as they crash by each other in the shock of battle. The military mast will also be used as a place of observation during battle. In the latest additions to the French ironclad navy they are so used. The French battle-ships *La Hoche* and *l'Admiral Baudin* have on their military masts places especially designed for the commanding officer and the torpedo officer, from whence, overlooking the field of battle, they can direct the movements of their ships, distinguish in the *mêlée* friend from foe, and send out their torpedoes intelligently. Farragut first suggested and practiced this plan. The battle-ship, moreover, does not let go of her base of supplies, unless, indeed, she can fight her way to the enemy's coal pile. The lessons furnished by the recent experiences of the *Brooklyn*, the *Iroquois* and the Inman steamer *City of Paris* should not be thrown away upon us."—*Exchange.*

MR. Henry Norman, of *Pall Mall Gazette* fame, is said to be writing a book descriptive of Siam.

WE (*Shanghai Mercury*) hear that the Harbour authorities are going to try a new rake upon the Woosung bar early next week, and as the new contrivance is said to be a very formidable affair, weighing about a ton, we expect that they will tickle the back of the "pore ole bar" pretty considerably, even if they do not make a deep impression. The rake was made by Messrs. Boyd & Co., and is of the same pattern as that recently tried at Tientsin.

THE *Detroit Free Press* says:—The Japanese, with an unpronounceable name, who has been found guilty of murder in New York and sentenced to be executed by electricity, bids fair to give the Courts of that State quite as much trouble as did Mr. Kremler. One would naturally suppose that the points adjudicated in the Kemmler case would be regarded as settled for all time, but it seems to be the intention of the counsel of the next victim to go over the ground again and to attempt to bring before the Appellate Court a question of fact, by introducing the testimony of those who were present at the Kremler execution as to the circumstances attending that event, with a view to proving the punishment cruel and unusual.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before the Full Court.)

THE MARINE LOT QUESTION SETTLED.

Judgment was delivered by their lordships yesterday in the suit which the Hon. P. Ryrie, as a trustee for the City Hall, brought against the Acting Attorney General with a view to retraining the Government from filling in the Harbour in front of the said Trustees' property.

Mr. Robinson, instructed by Messrs. Deanys and Messop, was for the plaintiff; the Acting Attorney-General appeared in person.

The Chief Justice said—The plaintiff is a merchant and member of the Legislative Council of the colony, and the defendant is sued under section 183 of Ordinance 13 of 1873, which provides the means of bringing actions against the Crown in the nature of petitions of right. The Government of Hongkong, under the authority of a local Ordinance, are engaged in large reclamations of the Harbour of Hongkong along its southern boundary; and the plaintiff claims that as the Crown lessee of marine lot 83 his property will be injuriously affected, and has filed a petition praying that the Government, its agents, workmen and contractors may be restrained from proceeding with the works in front of this lot, as the effect of such reclamation will be to interfere with his right of access and proximity to the sea, convert his holding into an inland lot and thus diminish the value of his property. The matter comes at present before the Court in the return to a rule calling upon the defendant to show cause why an interim injunction should not issue restraining the Government, its agents, &c., from filling up the harbour in front of marine lot 82, &c. Ordinance 16 of 1889—the Praya Reclamation Ordinance—was passed to carry out a scheme for the reclamation of the foreshore opposite the City of Victoria, and the preamble states that "Whereas the foreshore of the Harbour of Victoria is in process of silting up to the detriment of the health and commerce of the colony, and it is expedient to put a stop to such process and to provide a deep frontage; and whereas the area of level land for building and for roads and quays and open spaces along the sea front of the City of Victoria is insufficient to meet the growing wants of the colony, and it is expedient to enlarge the same &c." The 2nd section declares that the works referred to in the Ordinance are for the improvement of the colony and for a "public purpose" within the meaning of that term in Crown leases. Section 3 enacts that it shall be lawful for the Governor to carry out the works according to certain plans which are open to inspection. The 4th section enumerates the works authorised by the Ordinance. The 5th enables the Governor to remove all obstructions to the work, as piers, wharves, &c. The 6th section is of rather a sweeping nature, and is as follows:—"All the land and foreshore and bed of the sea to be reclaimed under this Ordinance and all the land occupied by the present Praya roadway and wall along the line of the intended reclamation is hereby declared to be absolutely the property of the Crown free from any restrictions whatever, and the Governor shall have power, subject to the provisions of this Ordinance, to deal with the same and to dispose of the same for building or any other purpose in the same way and to as full an extent as in the case of other Crown lands; and all property, estate rights or supposed rights and easements or supposed easements of any persons or class of persons, whether Crown leaseholders or licensees or otherwise to the uses or possession or occupation of, in, over, or in any way in relation to such land foreshore, bed of the sea, embankment, reclamation or Praya roadway and wall, or in relation to any wharf, landing place, pier or other place situated thereupon, are hereby declared to be absolutely extinguished and determined." The 7th section states that a large majority of the Crown lessees have declared their readiness to pay a share of the expense of the reclamation if the Governor will agree to grant them an equitable proportion of the land reclaimed in the front of their lots, and a form of agreement is appended to the Ordinance which gives effect to the equitable rights of the Crown lessees which the Secretary of State pointed out as far back as the year 1857, as appears by Government notification also, in which also the claims of the Crown to reclaimed land are asserted and notified. (See *Government Gazette* of 7th March 1857). It is also enacted that a plan showing how much land allotted to each leaseholder shall be exhibited at the land office with the amount to be contributed by him, and within two months from the publication of the schedule of allotments lessees are required to state whether they are prepared to enter into the proposed agreement, and *within another month* the Governor may enter into the agreement with those who desire to come into the arrangement. Sub-section 6 of sec. 7 enacts as follows—"In case any lessee shall not signify this acceptance in the manner and within the time provided in sub-sections 2 and 3 of this section, he shall have no claim to any compensation in respect of any depreciation of his lot by reason of the said works, but the Governor may if he thinks fit award to him such a sum of money or such a Crown lease of new land as he, in his absolute discretion, may think sufficient as and by way of compensation for any injury that such lessee may have sustained by the said works." Section 8 is: "Except as in this Ordinance provided no marine lot-holder or other person shall be entitled, as against the Crown, to any damages or compensation for the depreciation or injurious affecting of his property or business caused by or resulting either directly or remotely from any of the said works." From an examination of the affidavits read in this matter and the counterpart of the Crown lease of M. lot 82, which was put in by the Acting Attorney-General, it appears that in 1866 the Governor for and in behalf of Her Majesty demised to Mr. Ryrie, Mr. Alexander Turing, and Mr. J. McDouall a piece of ground abutting on the Praya and containing 28,800 square feet. Its northern boundary abuts on Government ground, and is about 50 feet from the Praya wall. The south and east boundaries are also on Government ground, and the western boundary is on a public street. The amount paid was a nominal sum of $5, and the rental reserved was $1 per annum, and it was granted to these three gentlemen, as trustees, as a site for a City Hall. The lessees have attached their names to a declaration that although the value of the site is considerable the demise has been made of Her Majesty's favour without pecuniary consideration, but upon the condition these said premises shall not be used nor any part of them for any other purpose than a City Hall in pain of forfeiture, and they have covenanted not to sublet, morigage or sell or make any other use of the site than that for which it was granted. Whatever therefore may be said as to the characteristics of marine lots—as to the high price paid to the Government for them because of right of access and proximity to the sea, the higher rents reserved and their greater value in the market when they came to be sold—little can be said in these respects about this so-called marine lot 82, which cost practically nothing, and cannot be let, sold or morigaged. It has not been shown that any right of access to the sea has been enjoyed by the plaintiff more than any one of the public, and from the nature of the institution and the limitation to its uses, it cannot make the least difference whether it is 50 feet or 5,000 from the sea, provided the present road is not narrowed, and it is admitted that it is to be widened to 75 feet. If, however, any actionable wrong has been done, or is about to be done, damages would meet the case. An injunction would be out of the question in my opinion, although it has been urged that a perpetual injunction is the only remedy. If such were the case, no public works of any kind, however desirable, could be undertaken, for any person by his own motion might stop their prosecution, even when commenced for months as the Praya works have been, after much expense had been incurred and contracts entered into. But apart from the merits of this particular case, whatever may be the rights of this or any other marine lot-holder, the jurisdiction of this Court is ousted by the Praya Reclamation Ordinance. The Legislature has, by sec. 7, sub-sec. 6, enacted that Crown lessees who have not come in under sub-sec. 2 and 3 shall have no claim to compensation in respect of any depreciation of his lot by reason of the said works, and the Governor is vested with absolute discretion as to awarding compensation to those who have not come into the agreement. If the plaintiff did attempt to come in under the agreement and was not permitted, or if he was refused any compensation by the Governor, still this Court cannot help him, for sections 6 and 8 extinguish all rights and remedies except those provided by the Ordinance, namely, to have an equitable allotment or compensation for injury as the Governor may decide. It is urged that section 6 amounts to confiscation of private rights, and that the Ordinance is *ultra vires*,—that the Queen cannot derogate from her own grant, and cannot, by a legislative act, take away what has been granted in her executive capacity. I confess I should have liked to have seen a tribunal constituted to inquire whether there were any rights and to declare them. It is somewhat absurd, however, to suppose that where public improvements in a colony are needed that one or more lessees are entitled to block them. But of course their rights ought to be ascertained and compensated. To say, however, that because a man has had certain access to the harbour he is always to have it whatever public requirements may indicate, is not reasonable; but any injury of a legal nature giving him a right of action should be remedied by adequate damages. The Thames embankment cases illustrate how owners may be injured by public works, and how they are compensated. But the Act of the legislature is supreme and binding on this Court, and although its action may even take away certain rights tyrannously we cannot interfere. The remarks of Chief Justice Cockburn in Phillips *v.* Eyre, 4 L. R., 2 B., are in point. The Ordinance is made by the Governor with the consent of the Legislative Council and duly assented to. It is made in virtue of the powers conferred by the charter of the colony (see letters patent 20th January, 1888, revoking the charter of 5th April, 1843, and granting a new charter). The charter, whilst conferring legislative power on the colony, reserves to Her Majesty a concurrent, not paramount power of legislating by order in Council, and reserves the power of disallowing any Ordinance. The Praya Reclamation Ordinance has not only not been disallowed but confirmed, as appears by *Gazette* notification (see judgment of Cockburn, C.J., on the effects of confirmation of a colonial law by Her Majesty on the advice of her responsible Ministers answerable to Parliament). The Colonial Laws Validity Act, 28 and 29 Vic., c 63, shows in what respects only colonial legislation may be void for repugnancy, whilst a late case (Powell *v.* The Apollo Candle Co., N.S. Appeal cases) and the cases therein cited and referred to affirm previous decisions that Colonial Legislatures within their own jurisdiction have plenary powers of legislation, and are supreme within their own limits. To put the matter shortly, I am of opinion that if the plaintiff has a cause of action at all, he is not entitled to an injunction, but only to damages. Second, that any cause of action which he might have is taken away by the Ordinance which rests in the Governor the power of saying what, if any, compensation should be allowed. (See judgment of Lord Macnaughten in the Mayor and Councillors of Pietermaritzburg *v.* Natal Land Colonization Co., 13 Appeal Cases, 478; and Lyon *v.* Fishmongers' Co., Eng. and I. Appeals.) Rule discharged, with costs.

Mr. Justice Clarke said—I agree that this application should be dismissed on the two-fold grounds—(1) that the case, apart from the Ordinance, is not one for an injunction, and (2) that the words complained of are authorized by an Act of the Legislature. It may be that a Crown lessee, holding an ordinary Crown lease for 999 years with a frontage to the harbour, has a right of access from the harbour to his property with which the Crown would, apart from legislative authority, have no right to interfere by virtue of any property in the foreshore, and I think that it would make no difference that there was, if I may use the expression, an intermediate frontage on a public road. In such a case the access to the two highways, land and water, might be an element of value in the lease entering into the consideration of the parties when the premium was fixed and the rent reserved such access, and to take away such access or diminish it or render it more distant might and probably would be an injury to the permanent value of the lease, whether with reference to the occupation or sale of the property. But it has been pointed out—it should, I think, have appeared in the affidavits in support of the application—that the lease was granted for the special and limited purposes of a City Hall and that it could not be let, sub-let, mortgaged or otherwise assigned or parted with. These restrictions seem to me to go to the root of the plaintiff's application. The lease has no market value at all, and whatever the purposes of a City Hall may be it is not shown that they could not be equally well served if access to the sea were farther distant than it is at present. The plaintiff has, therefore, in my opinion, failed to make out such a case of irreparable

injury, or indeed of actual injury, as would warrant the Court in granting an injunction. On the other point it is not disputed that the works are within the terms of the Ordinance, but it is suggested that the Ordinance is *ultra vires* because it affects the position of a Crown lessee. It is said that the Crown having virtually all the legislative power in its hands cannot by an Act of the Legislature derogate from a lease which it has granted in its executive capacity. As was pointed out during the argument, if this were so, the power of the Local Legislature to provide for public improvement and sanitation would be materially crippled. To take a few examples only: No new law could be made for the construction and upkeep of private drains and watercourses; many provisions of the Public Health Ordinance would be void; no building Ordinances would be possible, and no tramway or railway enterprise could be undertaken except by the Government. It is necessary, however, to go beyond the *argumentum ab inconvenienti*, which perhaps has small place in a Court of law, and see what the powers expressed to be conferred on the Legislature are, and whether there is an authority for limiting them in the way suggested. In the charter of the colony, Her Majesty, in the exercise of an unquestioned prerogative, has provided that the Governor by and with the advice and consent of the Legislative Council may make laws for the peace, order, and good government of the colony, and has reserved to herself only a power of disallowance of laws so made and a power of independent legislation with the advice and consent of the Privy Council. Besides the two restrictions expressly reserved in the charter there is, of course, also the restrictive power of the Imperial Parliament, the statutes of which may extend to all or any parts of Her Majesty's dominions. It is clear that if no other restrictions are to be imported into the powers of the Hongkong Legislature it would be for that body, and not for the Court, to decide whether a particular Ordinance advances the objects of the "peace, order, and good government" of the colony (see Riel *v.* the Queen, L.R. 10 App., Ca. 675), when it was said that there was "not the least colour" for the contention that that could be a question for the Court. With the policy of the Ordinance or the adequacy of the compensation clause in it the Court can have no concern—the competency of the Legislature to pass it is the only question, and it is on this question of competency that the plaintiff's counsel has sought to distinguish between legislative bodies which are representative and those which are unrepresentative, and between Legislatures established by Act of Parliament and those founded on Royal Charter. It seems to me that the highest authorities ignore and preclude any such distinction. Phillips *v.* Eyre, L.R. 62, B. 1, bears upon the power of a Legislature established by charter. There the Governor of Jamaica had consented to an Act by the local Legislature indemnifying him against all persons for any act done in good faith in the suppression of a rebellion which had broken out in the island. It was held that this Act was a bar to an action brought in England for false imprisonment and assault committed in the suppression of the rebellion, notwithstanding that it was urged that the Crown by its charter could not confer on the Colonial Legislature a power to deprive a subject of his previously existing rights. In giving the judgment of the Court of Exchequer Chamber, Willes J. says (p. 20)—"We are satisfied that a confirmed Act of this local Legislature, lawfully constituted, whether in a settled or conquered colony, has, as to matters within its competence and the limits of its jurisdiction, the operation and force of sovereign legislation, though subject to be controlled by the Imperial Parliament." Reg. *v.* Burah, L.R. 3 App., Ca. 889, dealt with the competence of the Indian Legislature, an unrepresentative body established by Act of Parliament. Lord Selbourne, in giving the judgment of the Privy Council, drawsno distinction between the different ways of conferring legislative power. At p. 904 he says—"The established Courts of justice, when a question arises whether the prescribed limits (oflegislation) have been exceeded, must of necessity determine that question; and the only way in which they can properly do so is by looking to the terms of the instrument by which, affirmatively, the legislative powers were created, and by which, negatively, they are restricted. If what has been done is legislation, within the general scope of the affirmative words which give the power, and if it violates no express condition or restriction by which that power is limited (in which category would, of course, be included any Act of the Imperial Parliament at variance with it), is not for any Court of justice to enquire further, or to enlarge constructively those conditions or restrictions." Lastly in Powell *v.* the Apollo Candle Co., L.R. 10 App., Ca. 282, the case of Reg *v.* Burah was cited and acted upon as an authority for the extent of the powers of the New South Wales Legislature, a representative body established under an Act of the Imperial Parliament. Without referring to other cases, the three last mentioned—all of the highest authority—convince me that the same principles prevail, whether the Legislature be representative or not, and whatever may be the manner of its creation. If an Ordinance of the Legislature of Hongkong were to be deemed purely an Act of the Crown, and valid only so far as it did not derogate from other Acts of the Crown, it seems to me that there would be as much reason to say that it could not be afterwards repealed or altered by another Ordinance as to say that it could not interfere with a right which the Crown has otherwise conferred. The argument, in fact, if carried to its full length would be inconsistent with a power of legislation properly so called. Such a power must of necessity include the power to modify, alter, and even destroy existing rights, though, of course, the greatest care should be exercised that no injury be inflicted without adequate compensation. I therefore think that "The Praya Reclamation Ordinance, 1889" was within the competency of the Legislature.

THE LAMAG PLANTING COMPANY, LIMITED.

The annual meeting of the Lamag Planting Company, Limited, was held at Messrs. Gibb, Livingston and Company's offices at noon to-day. There were present:—Mr. C. S. Sharp (Chairman), B. Layton, H. L. Dalrymple, E. E. Abrahamson (Consulting Committee); G. S. Coxon and L. Hallward (Acting Secretary).

The Chairman in moving the adoption of the report and accounts said:—The report and accounts have now been in your hands for some days and with your permission we will take them as read. This being the first year of the Company's working the accounts are somewhat meagre and we have really very little to add to what is set down in the printed statements. According to latest advices from Sandakan every thing was going on well on the estate and the only thing to be regretted is the smallness of the area brought under cultivation and the correspondingly small crop. The latter, however, is expected to turn out of good quality and we hope it won't be at any rate, less than Pcls. 250. The present financial position of the Company, I am sorry to say, is not bright and unless some assistance is speedily forthcoming things will come to an absolute deadlock. At present we are without funds to go on with and these must be provided in sufficient quantity to enable us to bring the present season's crop to market. For this we estimate we shall require upwards of $12/13,000. From force of circumstances we have found it necessary to confine ourselves entirely to present season's operations leaving those for next year on one side, but so far the manager has been able to fell some 100 fields for next year without entailing extra expense, and these will be available should the necessary means be forthcoming. I am to say that the London scheme, for consideration of which we had our extraordinary general meeting on 7th ulto. has not come to any definite result so far. We have been in constant correspondence with London agents on this subject and the last telegram from them on 21st inst. I am glad to say, still holds out some hope of its being carried through. The want of success up to the present is hardly to be wondered at considering the financial crisis which has recently prevailed there. Should no assistance of this kink be forthcomeing it much rest with the shareholders as to what course they will adopt for the future of the Co. It must be remembered that the indebtedness of the Co. will have to be liquidated and further expenditure and funds made, for the purpose saving what should be an asset of some value in this season's crop. I beg to propose that the report and accounts as presented be accepted and passed, but before putting same to the meeting I will be happy to give any information shareholders may wish for on any points connected with same. I should mention that of the balance appearing at debit of working account it is estimated that an amount of $16,800 can be carried forward to crop of 1891 should work be carried on.

Mr. S. Coxon seconded and the report and accounts were carried unanimously.

Mr. Coxon then proposed the re-election of the consulting Committee who retired in accordance with the articles of Association. Mr. C. S. Sharp seconded. Carried *nem. con.*

Upon the motion of Mr. Dalrymple, seconded by Mr. Coxon, Mr. F. Henderson's appointment as Auditor was confirmed.

This concluded the business of the meeting.

"MARITANA" AT THE THEATRE ROYAL.

At the City Hall last night Miss Gracie Plaisted's Company appeared again in "Maritana." They had the assistance of some of our leading amateur too, but the house was far from being full and the only logical sequence to be drawn is, that to play high class opera in Hongkong at the present time is to cast pearls before swine.

The *Maritana* of Miss Plaisted is a study, and an exceedingly clever one too, in fact one's attention never wavers for a moment, but follows the fair Gracie's in every word and action from start to finish. Even in the praying scene (and its long since we said a prayer) we mentally poured out our devotions at the shrine she knelt at. Miss Jewel Deane as *Lazarillo* sang better than we remember having heard her before, especially in the duet with *Maritana* in the last act, which really merited the applause that followed.

Miss Jennie Lawrence as the *Marchioness de Montéfiore* looked just as if she had been born in the purple—higher praise we can not tender. Mr. Harding was unfortunately suffering from a severe cold, and to those who had seen him at his best in *Don Cesar de Bazan* last night's performance was rather a disappointment.

He acted, however, as he always does, carefully and conscientiously. Mr. C. Grace as *Don Jose de Santarem* also shared in the honors, and acted and sang as not one in a thousand amateurs know how to. Mr. J. M. Laing, who essayed the *King of Spain*, was more at home on the boards than we remember having seen him before, and in consequence his performance was a very creditable one, especially vocally. Messrs. Smith, L'Estrange and the ubiquitous Willoughby each fretted their little hour and added considerably towards filling the stage. To-night the company will give their farewell performance of their opening play and we strongly advise those who are "weary and heavy laden," to come along and seek forgetfulness by witnessing the performance of "My Sweetheart." On Thursday "Martha" is billed, and as it is not only the last performance of this versatile and talented company but Mr. Charles Harding's benefit as well, we feel sure the house will be worthy the cause.

FOOTBALL.

THE CLUB *v.* C. COMPANY OF THE 91ST REGIMENT.

This Association Match was played yesterday afternoon, at the Race-course, and resulted in the best exposition of the game on the part of the Club, that we have yet witnessed.

We were glad to see the Club Colours worn by nearly all the team and think that this in some degree assisted to render the game so easy to follow. At 4.50 p.m. Vignoles kicked off for the Club, and the play at once became of a lively description, the ball travelling from one end of the ground to the other, without material advantage to either side: the back play of both teams being very strong. After some few minutes play a corner kick fell to the Club, but nothing resulted and the Company forwards getting possession of the ball ran it well up the ground. "Offside" being given against them, when on the point of scoring a goal. Several attempts were now made by the Club to score, and Blair, assisted by Atkinson, at length proved successful. Beyond corner kicks to either side, nothing further resulted till half time.

On resuming, the game was of the same lively character—the defensive powers of the backs and goal-keepers on either side being severely taxed. After a series of attacks on the club goal the Company were at length successful and though the club forwards made several determined attacks on the Company's goal they were unable to score again, the match terminating in a draw.

We congratulate the Club on this the best exhibition of the "dribbling game" they have yet given, and we hope to see them later on in the season making as good a show against their well-nigh invincible opponents, the 1st A. & S. Highlanders. The following represented the Club:—

Forwards.

F. C. Vignoles (Capt.)
E. M. Blair. W. Newton.
J. M. Atkinson. A. N. Other.

Half-backs.

H. C. Marshall. A. H. Ough. L. Hallward.

Backs.

E. G. Young. G. Macdonogh.

Goal.

W. V. Anderson.

The next match (under Rugby rules) will be played on Monday, 1st prox.—the Club *v.* The United Services (return).

The Hon. secretary (Mr. W. H. Wallace) asks us to mention that he will be glad to hear from any members who wish to play in matches and who have not as yet been asked to take part in a match.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column).

THE CONSPIRACY CASE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—It afforded me, and I am sure many others of your readers, great satisfaction to read the interesting and able letter of the correspondent who signed himself "Legal," published in Saturday's *Telegraph*. Your correspondent gives a concise, clear, and impartial *resumé* of the entire case, and on comparing it with what I myself heard in court and the published reports of the trial, I find nothing stated that is not absolutely warranted by facts. The conclusions arrived at—that the verdict of the four jurors, which in Hongkong unfortunately stands, even in important criminal cases, as the verdict of the whole, was unjustified by direct evidence of any kind whatsoever; that the evidence from beginning to end was overwhelmingly in favor of the defendants; that the statements on oath made by Major-General Gordon, Acting Captain Superintendent of Police, which completely exonerated Mr. Fraser-Smith from all participation in, or knowledge of, the information sworn against Minhinnett (and it must not be forgotten that this information was the actual conspiracy), and the Major-General's frank avowal that the entire responsibility for the prosecution lay with him alone, were totally ignored; that the summing up of the learned Chief Justice, which almost directed an acquittal, was overruled; and that the defendants were in consequence wrongfully found guilty—are quite unassailable and will be endorsed by every impartial lawyer in the colony. A great injustice has undoubtedly been done, a not unknown thing in local trials, and it is beyond any manner of doubt, the duty of the Executive and of the Hongkong community to see that respectable citizens who have committed no crime are not made to suffer a degrading punishment through the blundering or unreasoning personal prejudices of even such an august tribunal as the four special jurors who formed the majority of one, last Wednesday afternoon.

As a lawyer who watched the trial closely and has since made a careful scrutiny of the entire proceedings, I venture to offer a few comments on two of the witnesses for the prosecution, Minhinnett and Mrs. Goulbourn. The former's demeanour in the box was somewhat singular and anything but prepossessing. His answers under cross-examination were, not to say too much, grossly insulting and in some instances decidedly evasive and equivocal. His vindictive insinuation—no, I am wrong, it was more than an insinuation, it was a direct assertion—that Mr. Fraser-Smith had concocted the disgusting story sworn to by the woman Ah Ngan at the Police Court, and bribed her to commit perjury of such an extraordinary character, was quiet enough by itself to place his credibility under the gravest suspicion, while his gratuitously insolent reply to Mr. Ward to the effect that when he shot anybody it would be a *man*, was a deliberate outrage on the Court, which, to my intense surprise, the Chief Justice permitted to pass without severe censure. The man too evidently played a part, and did his utmost to be offensively spiteful and objectionable. His denial of the outrage alleged against him was, of course, only what was to be expected and is to be excused, but he was treading on dangerous and delicate ground when he vainly attempted to swear away the disgraceful fact, after living with Ah Ngan for six or seven years he was now living with that woman's daughter, the half-caste Emily. But the most important and most suspicious matter in Minhinnett's evidence which struck me, was with reference to the alleged going away to Amoy on the previous Sunday morning of Ah Ngan. The evidence of Inspector Quincey showed that Ah Ngan and her adopted daughter, the girl known as "Chop Dollar," were on board the Douglas Co.'s steamer *Namoa* as passengers for Amoy late on Saturday night. This fact in itself was very suspicious; Ah Ngan was the most important witness against Minhinnett, her absence from the trial was more than desirable, and that her secret departure from Hongkong should be timed at the eleventh hour as it were, can only be regarded, giving all respectful deference to the contrary opinion of Sir James Russell, with grave suspicions. Had it not been for Mrs. Goulbourn calling at the *Hongkong Telegraph* office on the Saturday afternoon, Ah Ngan's flight to Amoy would evidently not have been known to the defendants. But that is not all. Inspector Quincey's visit to the *Namoa* would seem to have alarmed the two women, or why did "Chop Dollar," as stated in the letter from the Chief Engineer of the vessel which was read in Court, leave the steamer early on Sunday morning? Is it not a fair inference that she went to inform Minhinnett of the Inspector's visit and inquiries? And is it not quite probable that as a result, Ah Ngan may also have come ashore prior to the steamer's departure? It must be remembered that at the Police Court Ah Ngan swore she was on friendly terms with Minhinnett, and was in receipt of $10 a month from him, and she gave her evidence against him with much reluctance. Minhinnett, in cross-examination by Mr. Fraser-Smith, said he had not seen "Chop Dollar" for about two years; but that he had met Ah Ngan in the street last Sunday morning about 10 o'clock. As the *Namoa* left for the Coast Ports about 8 a.m., Ah Ngan either did not go by that vessel, or Minhinnett was guilty of deliberate perjury. Mr. Fraser-Smith's friends should leave no stone unturned to satisfy themselves on that point. The *Namoa* will be here in a day or two, when it can easily be learned whether or not Ah Ngan went to Amoy; if she went, there should be no difficulty in tracing her with the aid of the authorities there, if she came ashore here prior to the steamer leaving, she ought to be found and asked to explain under what circumstances and at whose instance she took passage to Amoy, and for what reason she disembarked on the Sunday morning. Mrs. Goulbourn, it would appear, could render valuable assistance in these researches. Minhinnett swore he had not seen "Chop Dollar" for about two years, although it was stated in court that this girl had been living with Ah Ngan at Queen's Road East for some time past. There is also room for some inquiries in this direction.

I must confess, Sir, that the evidence of Mrs. Goulbourn puzzled me greatly; it struck me that she could have told a great deal more than was got out of her if she had felt so inclined. At the Police Court she denied ever having spoken to Mr. Ward about Minhinnett's alleged outrage of the little girl; in the Supreme Court, after some fencing and rather ridiculous "refreshing of memory," which were not altogether beyond suspicion, she admitted she had spoken to Ward on the subject. My firm impression was, and is now, that Mrs. Goulbourn could have thrown a great deal of interesting light on the matter, and that Mr. Ward was well aware of it, but for some reason or other tried his best to shield her from the consequences of her false evidence at the Police Court by pressing her just as little as possible, and being satisfied with answers which, so far as he was personally concerned, were far from satisfactory. That some understanding existed between Ward and the witness was perfectly plain, and that this understanding, whatever it may have been, was unknown to Mr. Fraser-Smith, was shown by the evidently unexpected question that gentleman asked Mrs. Goulbourn relating to her visit at his office, a visit which appeared to puzzle the Chief Justice greatly, and which the lady tried to explain in a most helpless and incomprehensible fashion. If the whole truth were known, it would, in my opinion, be found that Mrs. Goulbourn originally gave Mr. Ward the information embodied in the document handed by the Editor of the *Telegraph* to the Registrar General; and afterwards at the Magistracy she was either influenced or coerced into denying all knowledge of the transaction, a denial that was strangely qualified by various suspicious admissions at the Supreme Court. Assuming my surmises to be well founded, this woman must be held to a very great extent responsible, and it would be a grave responsibility to anyone with a conscience, for the unjust conviction and imprisonment of Messrs. Fraser-Smith and Ward.

The extraordinary blunder on the part of Mr. Rodyk in not going into the witness box has naturally caused a deal of discussion amongst his brother solicitors in the colony, as there cannot be any uncertainty that, but for his mistaken confidence in the intelligence and impartiality of the special jury, an unanimous verdict of "not guilty" must inevitably have been returned. Mr. Rodyk frankly admits his error and responsibility, and will no doubt do all in his power to make amends for the painful results caused by his unfortunate error of judgment, by making proper representations on the subject to the Governor in Council, etc. But there is one thing more in this connection, which has elicited considerable comment in legal circles, and that is, the action of the Chief Justice. His lordship, in passing sentence chose to be very severe, and properly so no doubt, on Mr. Rodyk's regrettable and inexcusable *lapsus*, but it did not appear to occur to him that he himself was not altogether beyond the reach of merited censure. It is well known in all criminal trials, where the accused are not defended by counsel, that it is the duty of the presiding judge to assist and guide them as far as possible in the interests of justice. Why did not Sir James Russell remind Mr. Fraser-Smith when the latter had closed his case, that he had not called the promised evidence as to having taken legal advice? Legal opinion in the colony asserts that it was his duty to do so, and his lordship cannot possibly say the matter slipped his memory or that he overlooked it, as he actually had a law book open before him from which, in summing up, he quoted a case showing that the defendant in a malicious prosecution, who had acted on legal advice, was practically exonerated. A suggestion to Mr. Fraser-Smith at the proper time would I presume have at once placed Mr. Rodyk in the witness-box with the testimony which was afterwards, but too late, presented in the form of an affidavit; that suggestion, however, was not given, for reasons I cannot pretend to fathom or explain, but that it ought to have been given, if only as a matter of justice, is beyond all question.

I am glad to hear that an influentially supported petition to his Excellency the Officer Administering the Government is well under way, as public opinion, as far as I can ascertain, would seem to be unanimous that justice has miscarried in this case, and it cannot be denied that the certain knowledge that two men are suffering what must be extreme hardships for an offence they never committed, is far from pleasant to those who are interested in the good name of the colony, and especially to those who are in any way specially concerned in the administration of justice. That His Excellency will give the petition his most careful consideration goes for the saying, and Mr. Fleming's experience and legal acumen may be accepted as an assurance that justice will be done.

I am, Sir,
Your's truly,
ANOTHER LAWYER.

Hongkong, 25th November, 1890.

[We may explain to our correspondent and to all others whom it may concern that Mrs. Goulbourn's visit to this office on the afternoon of the 15th inst. was intended for Mr. Ward, and it was only on being informed that that gentleman had gone up the Canton river on a shooting trip that she requested to see Mr. Fraser-Smith, to whom we know for a positive fact she imparted the information about Ah Ngan and "Chop Dollar" being on board the *Namoa*, bound for Amoy. It may also be added that this lady was believed to be a witness for the defence, and not for the prosecution as turned out to be the case.—Ed., *H.K. Telegraph*].

NAGASAKI.

(FROM OWN CORRESPONDENT.)

16th November, 1890.

Business has been exceedingly dull of late; hardly any steamers in port recently, beyond the native regular traders. Of foreign sailing vessels there hasn't been a single one in port for some time now; it is evident Nagasaki is not rapidly improving. Less than two decades ago our harbour was enlivened by foreign sailing ships of all classes; interspriukled with occasional steamers (besides the regular liners.) Now, "sailers" have nearly all been superseded by steamers. Lately, however, but few of the latter have been in port, owing probably to the Northern ports (Vladivostock, Newchwang and Tientsin) being about to be closed within a few weeks or so by ice, and there being a brisk demand for tonnage to rush in cargoes while there is still a chance;—"to make hay while the sun shines" as it were. The falling off in our shipping is also to a large extent due to the neighbouring ports, Kuchinotzu and Shimonoseki, coming in for a share in the coal trade, and thus playing no small havoc with the prosperity of this place. On the 10th Instant Commander Credner, late commandant of H.I.G. M.'s gunboat *Wolf* for three years, left for home and was enthusiastically cheered when the mail packet passed the *Wolf*, by his faithful late crew who manned the yards. The *Wolf* in charge of her new commandant Captain Hethoff, left for Fusan the following day. The N. Y. K. steamship *Tsuruga Maru*, due here from Korea on Sunday last, put in an appearance only on Wednesday. She had to wait for the *Higo Maru's* arrival from Vladivostock, to take her passengers to Japan. The *Higo* went on to Chefoo, taking about 300 or more Chinese passengers to the latter place, intending to hibernate in their native land, in preference to Siberia. When the *Owarl* left Fusan, a Russian man-of-war arrived there *en route* to Chemulpo; from the latter place I learn that on the 6th instant, there were no less than five Chinese men-of-war in port, to add dignity to the Emperor's Special Envoy of condolence in response to the King's special messenger sent to Peking, announcing to H.I.M. the demise of his late parent, Bucen Cho, His Korean Majesty's mother by adoption.—*Mercury*.

KOREA.

(FROM OUR CORRESPONDENT.)

Chemulpo, November 2nd, 1890.

It is with much regret, that I have to inform you of the decease of a zealous and amiable young French priest whose name I'll give you in my next letter. He is the third out of four Missionaries who arrived from Europe in February last, to succumb to the austerity of their calling; it is all the more felt, because he was so happy in being sent to Korea, he having a brother in Wönsan (Gensan). The great mortality amongst the French priests and sisters need hardly be wondered at, since their calling brings them constantly into close contact with the sick and dying natives, who, by the by, have never been noted for scrupulous cleanliness, as anyone who has ever visited Söul and seen the utter absence of sanitary arrangements, can readily certify. Consequently cholera has been rife amongst the natives during the hot season, and ever will be as long as this horrible state of things it permitted to last. Two American ladies have been recently added to the list of Protestant missionaries in Söul, one of them being an M D. Bishop Corfe is in Söul, I believe; he passed through here in September.

The Roman Catholic establishment at this port prospers visibly under the able management of the Rev. Father Wilhelm. Protestant missionary energy seems to be concentrated in the capital; *Punion fait la force*, you know. The *Palos* has left us to brave the winter in Tientsin; in case she can't get there for the want of sufficient water to float her, and if she does not stick in the mud, she will probably return to our station for the winter. On the 4th inst. a formidable Chinese iron-clad is expected here, bearing a "big" mandarin with a message of condolence from the Son of Heaven in Peking to His Most Glorious Majesty the King of Korea on the occasion of his bereavement, early last June, when his mother by adoption, the late Queen-Dowager Cho, was called away. Her remains were interred with great pomp on the 12th ultimo, as I reported already. A number of high mandarins from Söul are here waiting to receive the big "un" from Peking with due ceremony on his arrival, and escort him to the capital. The expected visit has had one favourable result already:—the roads to Söul have been repaired!—a by no means despicable matter. Talking of roads it must be acknowledged with thanks, that much has been done during this year in the way of drainage in our streets and a fair attempt is being made to metal them. In the Japanese settlement the drains are covered over; in the foreign and Chinese settlements they are not. In the latter it does not matter so much, because a gentle and bashful attempt at the introduction of a system of public lighting has been made; but in the foreign settlement, beyond a private lantern near the only foreign hotel of the whole place, Steinbeck's *Hotel de Korea*, no system of lighting, modern or ancient, has been given a trial, so that the residents of "Foreign-town" depend entirely on the moon for their illumination. But the absence of a few lights in the foreign settlement (and in the Japanese too) gives the passer-by a chance to break neck or limbs in the port or starboard drains or gutters. The local ratepayers justly ask who pays the travelling and hotel expenses, when our diplomatic Söul senators come down to poke their meddlesome noses into our own civic affairs? *Quien sabe!* We are not treated like Shanghailanders, who are apprised of the doings of their Municipal Councillors by the publication of the minutes of their meetings in the Shanghai public press. Here the meetings are held *in camera* and the general public and the furnishers of the "rhino" are none the wiser for it. If not a matter of course, it would most decidedly be a matter of courtesy and consideration, and a sign of at least a modicum of common sense, to inform the ratepayers by circulars of senatorial intentions or resolutions, proposed to be law in our community. "But," you will possibly ask surprisedly, "*a quoi bon* this Korean storm in a tea pot?"

Men-of-war in port:—American, *Monocacy*; Chinese, *Tsaokiang*; Japanese, *Chohai Kan*. Steamers: German, *Signal*; Korean, *Hairong*, and *Yongsan* Sailing vessel:—fleets of Korean, Japanese, and Chinese clippers!—*Mercury*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets*, *Marasmus* and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful. Read the following:—"I have tried 'Scott's Emulsion' in cases of wasting in young children, and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—J. MARSHALL, M.R.C.S., &c., 143, Grange Road, Bermondsey, S.E. Any Chemist can supply it.—A. S. Watson & Co. (Ltd.), agents in Hongkong and China.—[*Advt.*

To-day's Advertisements.

FOR MANILA, VIA AMOY.

THE Spanish Steamer

"DON JUAN,"

Captain R. Beltran, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 4 P.M.

For Freight or Passage, apply to
BRANDAO & Co.,
Agents.
Hongkong, 25th November, 1890. [1608

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

R. Nelson, Commander, will be despatched as above on THURSDAY, the 27th inst., at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are Berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th November, 1890. [1568

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

THE Steamship

"RADNORSHIRE,"

Captain Davies, will be despatched as above on or about the 27th November.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 25th November, 1890. [1573

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Pocock, will be despatched for the above Ports, on FRIDAY, the 28th instant, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 25th November, 1890. [1609

To-day's Advertisements.

THEATRE ROYAL.
CITY HALL, HONGKONG.

FAREWELL PERFORMANCES!
FAREWELL PERFORMANCES!!

GRACIE PLAISTED'S "MY SWEETHEART" COMPANY.

TO-NIGHT,
TUESDAY, 25th November,
"MY SWEETHEART."

Mr. CHAS. HARDING has much pleasure in announcing to Residents and others of Hongkong, that
THURSDAY, 27th November,
is set apart for his
FAREWELL BENEFIT
when will be produced Grand Double Bill,
"MARTHA" and "MANOLA,"
kindly assisted by Mr. C. H. GRACE and Leading Amateurs.

Under the patronage of
Major-General J. BEVAN EDWARDS, C.B., and Staff.

Box Plan at Messrs. KELLY & WALSH'S.
CHAS. HARDING,
Manager.
Hongkong, 25th November, 1890. [1607

GARRISON THEATRE,
NORTH BARRACKS.

A MISCELLANEOUS ENTERTAINMENT
will be given by the
"MILITARY MUMMERS"
kindly assisted by undermentioned Gentlemen Amateurs, on
MONDAY, 1st December, 1890.

PROGRAMME:

Overture By the Band.
Song—Trusty as Steel.....Pulsuti.
Mr. J. M. Laing.
Song—My Queen.....Blumenthal.
Mr. G. P. Lammert.
(Accompanist Mr. C. F. A. Sangster).
Song—The Romany Lass Adams.
Mr. C. H. Grace.
Song—The Village Blacksmith Weiss.
Mr. D. Macdonald.
Song—Eily Mavourneen Benedict.
Mr. C. Lammert.
Song—My Life for Thee.....Adams.
Mr. E. W. Maitland.
Song—Father O'Flynn.....Stanford.
Mr. G. P. Lammert.
Accompanist Mr. R. H. Smythe.

To conclude with Herman Merivale's Farcical Comedy
"PEACOCK'S HOLIDAY"
by the "Military Mummers."

Doors open at 8.30, commence at 9 P.M.

Reserved Seats $1 (to be obtained from Sergt. GRESTOCK, Wellington Barracks).

GOD SAVE THE QUEEN.
Hongkong, 25th November 1890. [1618

HONGKONG CRICKET CLUB.

A "PICK UP" will be commenced at 11 A.M., on SATURDAY, the 29th inst.

Members wishing to play will please sign their names, either on the List lying on the table in the Club Anti-room or on the one in the Cricket Pavilion, on or before 6 P.M., on FRIDAY, the 28th inst.

ARTHUR K. TRAVERS,
Hon. Secretary.
Hongkong, 25th November, 1890. [1613

THE CHINA BORNEO COMPANY, LIMITED.

NOTICE is hereby given that the Adjourned Annual MEETING of SHAREHOLDERS in the above Company will be held at the Hongkong Hotel, on SATURDAY, the 6th December, at 2.30 P.M.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 21th November, 1890. [1615

ST. ANDREW'S SOCIETY.

MEMBERS of the Society can obtain "Members badges" for the BALL, on application to the Undersigned.

HERCULES J. SCOTT,
Hon. Secretary.
Hongkong, 25th November, 1890. [1616

HONGKONG RIFLE ASSOCIATION.

A COMPETITION for the FAKI CUP will take place on SATURDAY next, the 29 instant, Ranges, 200 and 300 Yards; 7 shots at each range. Positions—standing at 200 yards, and kneeling or sitting at 300 yards. Competition will commence at 3.30 O'CLOCK P.M. Entrance Fee 30 cents. A Launch will leave the P. & O. Pier at 3 o'clock P.M. Entries to be made on or before FRIDAY next, the 28th inst.

C. VIVIAN LADDS,
Hon. Secretary.
Hongkong, 25th November, 1890. [48

W. S. MARTEN,
ART DECORATOR,
2, Duddell Street,

BEGS to inform the Community of Hongkong that the ONLY FOREMAN he has employed in his decorative business here is named SONG LING. Any other Chinaman who uses his name and says he is or was "Mr. Marten's foreman" does so unauthorized.

Hongkong, 25th November, 1890. [1617

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS No. 37.

THE Authorities having notified their intention of replacing the piles washed away at Cambridge Reach barrier (just below Whampoa) Masters of vessels are requested to slow down when approaching this spot, and to proceed at a reduced rate of speed until well past it.

J. H MAY,
Harbour Master.

Approved
F. E. WOODRUFF,
Commissioner.
Custom House,
Canton, 24th November, 1890. [1619

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "CLYDE," Captain J.L. Parfitt, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON, VIA BOMBAY & SUEZ CANAL on THURSDAY, the 27th inst., at NOON.

Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office, [illegible]
[illegible] 17th November, 1890. [illegible]

ORIENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

The Steamship
"BELGIC"
will be despatched for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 26th instant, at DAYLIGHT.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

ALL PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return, available for 6 months	393.75
To Liverpool	325.00
To London	332.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 24th November, 1890. [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF PEKING"
will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA on SATURDAY, the 6th Dec., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return, available for 6 months	393.75
To Liverpool	325.00
To London	332.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versâ*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 15th November, 1890. [1

Mails.

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(Subject to Alteration).

ABYSSINIA...	THURSDAY...	Dec. 4th.
PARTHIA.....	THURSDAY...	Dec. 25th.
BATAVIA.....	SUNDAY	Jan. 25th.

THE Steamship
"ABYSSINIA,"
Captain Williamson, sailing at NOON, on THURSDAY, the 4th December, will proceed to VANCOUVER, *viâ* INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria	$210.00
To Port Townsend, Seattle, Tacoma	$213.00
To Portland, Oregon	$220.00
To Winnipeg, Minneapolis, St. Paul	$260.00
To Chicago, Kansas City, Milwaukee	$275.00
To St. Louis, Detroit, Cincinnati	$280.00
To Hamilton, Kingston, London (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington	$290.00
To Quebec, Boston, Portland (Maine)	$295.00
To Halifax, St. Johns	$305.00
To Liverpool	$325.00
To London, *viâ* Liverpool	$330.00
To Paris and Bremen	$345.00
To Havre and Hamburg	$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for:—
6 months at 25 per cent. off Return Fare.
3 " " 50 per cent. " "
(Time is reckoned from the date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European points will be issued available for 12 months at double fares (Mexican Dollars.)

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 20th November, 1890 [41

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 21st day of December, 1890, at 11 A.M., the Company's Steamship "SACHSEN," Captain K. V. Gössel, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 p.m. Specie and Parcels until 3 p.m., on 20th December, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 24th November, 1890. [4

NOW READY.

A SECOND EDITION OF THREE THOUSAND COPIES
of
"THE LAW OF STORMS IN THE EASTERN SEAS,"
(by W. Doberck, Director of Hongkong Observatory).

THIS useful work has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years.

The pamphlet is issued at One Dollar, and may be obtained from

Messrs. Kelly & Walsh, Limited, Hongkong.
" Lane, Crawford & Co. "
" G. Falconer & Co. "
" C. J. Gaupp & Co. "
" F. Blackhead & Co. "
" Heuermann, Herbst & Co. "
" More & Selmund. "
Mr. W. Brewer. "
The Hongkong Trading Co., Ld. "
Mr. M. F. da Silva, Canton.
Messrs. de Mello & Co., Macao.
Mr. N. Moalle, Amoy.
Messrs. Hedge & Co., Foochow.
Messrs. Kelly & Walsh, Limited, Shanghai.
Messrs. Kelly & Walsh, Limited, Yokohama.
Rev. S. J. Smith, Bangkok.
Messrs. Saylo & Co., Ld., Singapore.
Messrs. Amédée Prince & Co., Paris & London.
or the
"HONGKONG TELEGRAPH" OFFICE,
Pedder's Hill.

Hongkong, 17th September, 1890.

Intimations.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1891.

HONGKONG DERBY.

SWEEPSTAKES of $20 each, half forfeit if declared on or before day of closing Entries, with $100 added for 1st Pony, and $50 for 2nd. For all China Ponies *bona fide* Griffins at date of Entry (SATURDAY, 17th January, 1891). First Pony, 70 per cent; Second, 20 per cent; Third, 10 per cent. Weight 10st. 10lbs. One-mile-and-a-half. (Nominations close to the Clerk of the Course at the Club on Saturday, the 27th December, 1890.

E. H. GORE-BOOTH,
Clerk of the Course.

Hongkong, 21st November, 1890. [1601

W. S. MARTEN,

ARTISTIC DECORATOR,
AND
HOUSE AND ESTATE AGENT,
2, DUDDELL STREET,
HONGKONG.

Hongkong, 6th April, 1890. [574

NOTICE.

PATENT "GLACIER" WINDOW DECORATION for producing the effect of Stained Glass on Ordinary Windows. The most permanent, most effective, and easiest to affix of all substitutes for Stained Glass, and yet the Cheapest.

MANUFACTURERS:
M'CAW, STEVENSON & ORR (LTD.)
LINENHALL WORKS,
BELFAST,
Ireland.

W. S. MARTEN,
2, Duddell Street,
SOLE AGENT FOR HONGKONG.

Sample Window on view at Mr. MARTEN'S Office.

Hongkong, 25th October, 1890. [1482

PURE ICE.

IN from two to three minutes, by the Pulsometer, Engineering Co.'s Champion Hand Ice-Making Machines.

NO FREEZING POWDERS REQUIRED.

Will Ice Carafes in one minute, and make Block Ice and Ice Cream, Ice Sparkling Wines, Soda Water, Beer, etc.

The No. 1 Machine is very portable and compact—Measurements 24" by 18" by 12."

The No. 1 Machine can be seen and tried, and prices ascertained at the Office, No. 12, D'Aguilar Street.

All Machines tested by actual Ice-making before delivery.

G. RENNIE STEWART,
Agent, Hongkong.

Hongkong, 28th August, 1890. [1213

G. RENNIE STEWART,

MANUFACTURERS' AGENT AND GENERAL COMMISSION MERCHANT,
12, D'Aguilar Street, Hongkong.

AGENT FOR
J. & R. HARVEY & Co., Dundashill Distillery, Glasgow.
McKenzie, Driscoll & Co. Wine Shippers, Jerez de la Frontera, and Oporto.
Valcatia Iron & Steel Co., Glasgow.
Pulsometer Engineering Co., London, Ice Machines.
Wilson & Baird, Engineers' Ironmongers, Glasgow.
Boyd & Robertson, Tweed Mills, Selkirk.
Clark Brothers, Tweed Mills, Galashiels.

Estimates given for supplying and fitting up Machinery for Mills and Factories.

Illustrated Catalogues and Price Lists for all kinds of Engineering Machinery, Soda Water Machinery, Steam and Hand Sawing Machians and Wood Working Machinery, Bottling and Corking Machines, Cooking Stoves and Ranges, Lamps, etc., Canned Goods, Felt and Pith Hats and Helmets, Paints, Oils, Varnish, Enamels, etc., etc.

Samples of Wines, Spirits, Woollen Goods, Linoleum, Floor Cloth, Machinery Belting in Leather, Rubber, and Patent Toughened Hair, Patent Scandinavian Belt Guides, Engine Packing, Rubber Sheets, Valves and Washers, etc., etc., can be seen and prices ascertained at the above address.

The Pulsometer Engineering Co.'s No 1 Champion Hand Ice-Making Machine can also be seen and tried.

Hongkong, 28th August, 1890. [1230

J. & R. HARVEY & Co.,
DUNDASHILL DISTILLERY, GLASGOW.
Established 1770.

SCOTCH WHISKIES.
Finest Pure Malt Scotch Whisky.
O.H.M. Old Highland Malt Whisky
F.O.S. Fine Old Scotch Whisky.
V.O.S. Very Old Scotch Whisky.

MESSRS. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market OF ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.

Over one million Gallons produced annually.

For Prices and Samples, apply to
G. RENNIE STEWART,
12, D'Aguilar Street, Hongkong.
Sole Agent for China and Japan.

Hongkong, 28th August, 1890. [1262

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 31st August, 1885. [31

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
from the Office formerly occupied by Dr. ROGERS, to
No. 18, D'AGUILAR STREET,
(behind the Hongkong Club).

CONSULTATION FREE.

Hongkong, 25th October, 1890. [1481

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says
"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 10th June, 1888. [19

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS:
BOWRINGTON, EAST POINT.

OFFICE:
9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.
Hongkong, 1st May, 1889. [45

Geo. Fenwick & Co., LIMITED,

VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1880.

Hongkong, 20th January, 1890 [150

Insurances.

£1,000 STG. Payable at Age 55, or at death if previous—may be secured by a payment at the rate of:—

£ 7	7	6	per quarter if commenced at age (n: b.)		20
£ 8	14	2			25
£10	11	2			30
£13	4	10			35
£17	15	8			40
£27	12	6			45

AFTER the Policy has been three years in force—the Policy-holder will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured, as explained in Prospectus, should he wish to discontinue payment of premiums.

ADAMSON, BELL & Co.,
Agents, Hongkong
982—2] STANDARD LIFE OFFICE.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

RUSSELL & Co.,
Agents.

Hongkong, 14th November, 1890. [1567

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.,
Agents.

Hongkong, 1st July, 1889. [56

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co.,
Hongkong, 1st July, 1889. [57

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [217

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO	$833,333.33
RESERVE FUND	$318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TIO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [1250

Intimations.

CARBOLINEUM AVENARIUS,
(REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Beams, Floors, Wainscoting, Wooden Ornaments, Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks.

White ants do not touch wood painted with Carbolineum Avenarius.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities.

Sold in casks of about 450 lbs. net, Price 8 cents per lb.

For further particulars, apply to
SCHEELE & Co.,
Sole Agents,
No. 16, Stanley Street.

Hongkong, 2nd December, 1880. [19

Dr. Knorr's ANTIPYRINE.

(Dose for Adults 15 to 30 grains troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong, 20th May, 1880. [442

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

WINTER TIME-TABLE.

WEEK DAYS.
8 to 10 A.M. every quarter of an hour.
12 (noon) to 1 P.M. every quarter of an hour.
1 to 2 P.M. every half hour.
3 to 7, 7.30 P.M. every quarter of an hour.

SATURDAYS.
NIGHT TRAMS at 10.30 and 11 P.M.

SUNDAYS.
CHURCH TRAM at 10.40 A.M.
12 (NOON) to 2 P.M. every quarter of an hour.
3 to 7.30 P.M. every quarter of an hour.
9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACEWEN, FRICKEL & Co.,
General Managers.

Hongkong, 21st October, 1890. [698

NOTICE.

GRIFFITH'S PHOTOGRAPHIC ROOMS 1, Ice House Road are suitably lighted to produce all styles of Portraiture in any weather.

CABINETS from $6 a dozen.
CARTES DE VISITE from $3 a dozen.
LIFE SIZED BUSTS in Colour, or Black & White.
IVORY MINIATURES, &c., &c.
NEW VIEWS OF HONGKONG and the Coast Ports are always ready.

Hongkong, 24th September, 1890. [1340

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS AND CONTRACTORS,
YAU-MA-TI ENGINEERING WORKS, KOWLOON.
OFFICE—No. 12, D'Aguilar Street.

Hongkong, 25th August, 1880. [26

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequaled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co., Ltd.,
16 Bund, Yokohama,
next door to
Farsari's Photographic Studio.

527]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road Central. [913

BELLOC'S CHARCOAL
POWDER AND LOZENGES
Approved by the Imperial Academy of Medicine of Paris

Belloc — MODEL OF THE LOZENGES — PARIS

It is especially to its eminently absorbent, antiseptic and anti-putride properties that *Belloc's Charcoal* owes its great efficacy. It is specially recommended for the following affections.

GASTRALGIA	CONSTIPATION
DYSPEPSIA	COLICS
PYROSIS	DIARRHŒA
ACIDITY	DYSENTERY
DIFFICULT DIGESTION	CHOLERINE
CRAMPS IN THE STOMACH	

Detailed Instructions accompany each bottle of powder and box of lozenges.

Depôt in Paris, L. FRERRE, 19, rue [illegible]

Agents in Hongkong:—
A. S. WATSON & Co., Ld.
DAKIN BROS. OF CHINA, Ld.

For Sale.

FOR SALE.

NEW LAUNCH "MARTIAL," Length Over all, 47ft. 6in., Beam, 8ft. 0in., Draft, 3ft. 0in. Compound Engines. Speed about 8 Miles per Hour.

For particulars apply to
G. R. STEWART,
12, D'Aguilar Street.

Hongkong, 5th November, 1890. [1527

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [921

FOR SALE.

THE Schooner
"MONTIARA,"

Length	75 feet.
Beam	18 "
Depth of hold	7½ "
Registered tonnage	75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons, dead weight.)

The *Montiara* was built in Singapore, and is most solidly constructed of teak throughout, with iron-wood frames. She has recently been thoroughly overhauled under experienced European superintendence, fastened throughout with 7 inch galvanized spikes, and newly re-coppered. She is lorcha-rigged with the best canvas sails. Draft of water 7 feet.

For further particulars apply to
R. FRASER-SMITH,
6, Pedder's Hill.

Hongkong, 9th April, 1890. [579

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, IRROY'S CHAMPAGNE, CLARET, HOCK, BRANDIES, WHISKIES. MACHINERY, GAS ENGINES, SINGER'S SEWING MACHINES. SCALES. PAINTS, OILS and VARNISH, BICYCLES and TRICYCLES. SODA WATER MACHINERY. JEYE'S SANITARY COMPOUNDS. BICYCLE WHEELS for JINRICKSHAWS.

Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 21st November, 1889. 11

NOW READY.

THE HONGKONG JOCKEY CLUB RACE-MEETING, 1890.

A Full Descriptive Report, in pamphlet form.

Orders may be sent to the following Agents:—
Mr. W. Brewer.
Messrs. Kelly & Walsh, Ltd.
Messrs. Lane, Crawford & Co.
The Hongkong Trading Co., Ltd.
or to
The "Hongkong Telegraph" Office,
Pedder's Hill.

Hongkong, 8th March, 1890.

JUST ARRIVED, FOR SALE.

THE New Stem Winder and Enameled Dial

WATERBURY WATCH.

SERIES J.—For Gentlemen, or large size.
SERIES L.—For Ladies', or small size.
Winds in less than a dozen turns; Jewelled, Dust-proof, Keyless, with all the latest improvements. A perfect and unrivalled timekeeper; reliable, durable and accurate, and also
$4.75 each.
SERIES E.—The "Good old favorite." The best form of the original Waterbury: offered at the reduced price of $3.70 each.

Orders from Out-ports to be accompanied by remittance for cost.

THE MITSUI BUSSAN KAISHIA,
Sole Agents in Japan, China, Corea, Hongkong & Macao.
No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 20th February, 1890 [1198

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS, NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS,
No. 11, Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS
for
RAHTJEN'S
GENUINE COMPOSITION
FOR
THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., of WOOD.



ENOCH MORGAN'S SON'S
SAPOLIO
FOR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS.

MAX HAASEN'S FRANKFURT on M. CONSERVED MEATS, VEGETABLES and FRUIT.

CEMENT from the celebrated Factory of Hemmoor.

SWEDISH TAR and OREGON PINE LUMBER.

FLENSBURG STOCKBEER, ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF SHIP'S STORES AND REQUISITES *ALWAYS IN STOCK* AT REASONABLE PRICES.

ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 16th June, 1885. [130

Printed and Published by ROBERT FRASER-SMITH, at the Publication Office in the City of Victoria, Hongkong.